SB-25715- SB-25-710

September 17, 2001 North American Region Number 01-18

Ford Motor Company™

TECHNICAL SERVICE BULLETIN

BULLETIN CONTENTS

PASSENGER CAR

Body/Windnoise/Water Leaks/Trim

Electrical/Climate Control/Starting/Charging

LIGHT TRUCK

Body/Windnoise/Water Leaks/Trim

Driveability/Fuel/Ignition/Emissions

BULLETIN CONTENTS

SB625715

LAMP—BRAKE—INADVERTENT DISABLING OF BRAKE SHIFT INTERLOCK	Article No. 01-18-1

FORD: 1992-1993 FESTIVA
1992-1994 TEMPO
1992-1997 THUNDERBIRD
1992-2002 CROWN VICTORIA, ESCORT, MUSTANG, TAURUS
1993-1997 PROBE
1994-1997 ASPIRE
1995-2000 CONTOUR
1992-1997 AEROSTAR
1993-1997 F SUPER DUTY
1994-1996 BRONCO
1994-1997 F-250, F-350
1994-2002 E SERIES, F-150
1995-2002 EXPLORER, RANGER, WINDSTAR
1997-2002 EXPEDITION
1998-1999 F-250 LD
1999-2002 SUPER DUTY F SERIES
2000-2002 EXCURSION
2001-2002 ESCAPE

LINCOLN: 1992-2002 CONTINENTAL, TOWN CAR
1993-1998 MARK VIII
2000-2002 LS
1998-2002 NAVIGATOR

MERCURY: 1992-1994 TOPAZ
1992-1997 COUGAR
1992-1999 TRACER
1992-2002 SABLE
1993-2002 GRAND MARQUIS
1994 CAPRI
1995-2000 MYSTIQUE
1999-2002 COUGAR
1993-2002 VILLAGER
1997-2002 MOUNTAINEER

This article is being republished in its entirety to update the model year coverage and vehicle line applications.

ISSUE

Corporate, municipal, or police fleets may have had their 1992-2002 Ford Motor Company vehicle modified to flash the brake lamps whenever the police lights or other aftermarket lights are turned on, which may disable the brake shift interlock. The brake shift interlock is a feature that prevents the vehicle from being shifted from Park unless the brake pedal is depressed. Disabling of the brake shift interlock feature may enable the operator to inadvertently apply the accelerator instead of the brake pedal and simultaneously shift from Park to a drive gear.

ACTION

As appropriate, dealers should advise owners (including corporate, municipal, and police agencies) that any vehicle that has been modified with a

connection to the brake circuit, or that electrically interfaces with the brake lamps in that manner, should be disconnected IMMEDIATELY and the emergency lighting system should be modified in a manner that does not interfere with normal service operation or the brake shift interlock. In addition, if the high-mount stoplamp flashes when the police lights are on, the modification does not conform with the Federal Motor Vehicle Safety Standards (FMVSS) 108 which requires that the high-mount stoplamp only illuminate when applying the brakes.

Installation of warning lights should only be performed with a completely separate electrical system, without connection to any existing vehicle wiring. Connection of aftermarket electrical equipment into the brake lamp circuit or any other circuit which is connected to the Powertrain Control Module (PCM), anti-lock brake computer, air bag system, or any other vehicle system, will cause vehicle malfunction.

OTHER APPLICABLE ARTICLES: NONE
SUPERSEDES: 99-13-9
WARRANTY STATUS: INFORMATION ONLY
OASIS CODES: 203000, 203200, 205000, 301000, 503300

SB625674

BODY—COSMETIC CRACK IN OUTER DOOR PANEL—LOWER REAR CORNER OF WINDOW OPENING—INSPECTION AND REPAIR PROCEDURE

Article No. 01-18-2

FORD: 1997-1998 F-250 LD
1997-2000 F-150

Qced 96
DEC 3 2001

This article is being republished in its entirety to update the Service Procedure and to include the use of Special Tools.

ISSUE

Some vehicles may exhibit a cosmetic crack in the outer door panel at the lower rear corner of the window opening. This may be caused by excessive stress on the outer door panel.

ACTION

Inspect, repair, or replace outer door panel. Refer to the following Service Procedure for details.

SERVICE PROCEDURE

NOTE
READ THIS REPAIR PROCEDURE COMPLETELY BEFORE PERFORMING ANY SERVICE ACTIONS.

NOTE
ALWAYS PERFORM THE DRIVER'S SIDE DOOR REPAIR FIRST!

Inspect both front doors on vehicle to determine which Service Procedure to follow:

- Procedure "A" - Door Crack Repair (less than 51mm/2″ in length)
- Procedure "B" - Crack In Door Panel (longer than 51mm/2″ in length) (Requires outer door panel replacement)

Refer to the Parts listing tables later in this TSB for parts required for each procedure.

NOTE
THE USE OF FORD OR MOTORCRAFT BRAND PRODUCTS ARE MANDATORY ON ALL REPAIR CLAIMS PAID BY FORD UNLESS OTHERWISE SPECIFIED IN EMISSIONS, SAFETY RECALLS, OWNER NOTIFICATION PROGRAMS, TSBs OR OTHER COMPANY PUBLICATIONS. THE COST OF NON-FORD/MOTORCRAFT PRODUCTS USED FOR A WARRANTY OR ESP/ESC, OR AWA REPAIR WITHOUT JUSTIFYING THEIR USE, (I.E., EMERGENCY REPAIR) IS NOT REIMBURSABLE.

Examples of Ford products are: Adhesives, sealers, solvents, cleaners, washes, and other special products listed in the Ford Car Care Products Manual.

PROCEDURE "A" - Door Crack Repair (less than 51mm/2″ in length)

Refer to the Parts listing table later in this TSB - Use Parts Kit 1L3Z-15202W06-AA.

1. Follow the appropriate F-Series Workshop Manual procedure for removal of door trim panel, inner and outer belt moulding, door glass, flock run, and outer door handle and mirror.
2. Disconnect the battery.
3. Place the Steel Reinforcement (LH: XL3Z-1520255-AA or RH: XL3Z-1520254-AA) over the outside of the door sheet metal and mark with pen or pencil. This is for placement visual reference only.
4. Use an angle grinder or die grinder with a burr to open the crack area slightly and remove paint in the repair location.
5. Examine the area around the crack to verify the surface is flat and not recessed. Adjust the metal as necessary.
6. Cover the door opening of the cab with a welding blanket.
7. Weld the crack to a slight over-crown.
8. Right angle grind the welded area with an 80-grit disk and scuff the surrounding area with a Scotchbrite pad. Feather edge the repair, keeping it as small as possible.
9. Right angle grind the steel reinforcement with an 80-grit disk, sanding the back (mating surface) of the metal reinforcement for a good adhesive bond.

#625674

10. Move to the inside of the door and remove the cardboard retainer and two (2) Christmas tree pins from the corner of the door.
11. Sand the inside of the cracked outer door panel (area where steel reinforcement will be located). Use self-adhesive 80-grit sandpaper attached to a paint stick to get inside the door opening. Be sure to cover the end of the paint stick with the sandpaper. Then sand (window channel area) where the ABS reinforcement will fit in the door.
12. Blow out the door with clean compressed air.
13. Clean the ABS and steel reinforcements and sanded areas inside of the door with an Alcohol Wipe (ZC-4).
14. Attach the steel reinforcement to a paint stick using two-sided sticky tape.
15. Install the Motorcraft TA-3 Adhesive Cartridge into the Application Gun (501-040). Squeeze out some material to purge the cartridge. Install the tip on the cartridge and squeeze out some material to make sure of even mixing of the adhesive.
16. Apply Motorcraft TA-3 Adhesive to the Steel Reinforcement (LH: XL3Z-1520255-AA or RH: XL3Z-1520254-AA). Be sure all mating surfaces are fully covered.
17. Install the steel reinforcement between the inner and outer door panels. Install the lag bolts through the holes in the door inner panel (where Christmas tree pins were removed). Make sure of a tight even pressure fit on the reinforcement (Figure 2).
18. Check with a screwdriver to be sure the steel reinforcement is flush to the radius and bottom lines up with mark on the outside of the door.
19. Allow 20 minutes for the adhesive to reach handling strength. Work time is 5 to 8 minutes at 21°C (70°F). Full cure time is 4 hours.
20. Dry-fit the ABS reinforcement inside the door at window channel area (Figure 1).
21. Install Motorcraft TA-9 Adhesive Cartridge into the Application Gun (501-040). Squeeze out some material to purge the cartridge. Install the tip on the cartridge and squeeze out some material to make sure of even mixing of the adhesive.
22. Apply Motorcraft TA-9 Adhesive to the ABS Reinforcement (LH: 1L34-1520245-AA or RH: 1L34-1520244-AA). Be sure all mating surfaces are fully covered (Figures 3 and 4).
23. Seat plastic reinforcement firmly below window channel run. Check to be sure window run fits tightly into notch in ABS reinforcement (Figure 1).
24. Wipe off any excess adhesive from end of window run.
25. On the outside of the door, apply plastic filler to the repair area as needed. Sand the filler with 80-grit sandpaper, finish with 240-grit, then blow off the area with clean compressed air.
26. Clean with wax and grease remover and prep the area.
27. Scotchbrite the entire door and blend area.
28. Clean and prep for paint.
29. Mask the door area as necessary.
30. Mix and apply Ford-approved primer surfacer. Force dry the material at 60°C (140°F) panel temperature, using an oven or Infra-Red (IR) lighting.
31. Block sand the primer surfacer with 400-grit sandpaper and blow off with clean compressed air.
32. Mix and apply to blend Ford-approved basecoat material in the repair area. Allow material to flash off.
33. Mix and apply Ford-approved clearcoat to the entire door. Allow the material to flash off, then bake at 60°C (140°F) panel temperature per paint manufacturer's recommendations.
34. Unmask the vehicle.
35. Remove the lag bolts and reinstall cardboard reinforcement and Christmas tree pins, door glass, and glass channel flock run. Tighten outside mirror, outside door handle, door moulding, and door trim panel. Reconnect battery.

PROCEDURE "B" - Crack In Door Panel (longer than 51mm/2" in length) Requires outer door panel replacement.

Refer to the Parts listing table later in this TSB - Use Parts Kit TA-7A.

NOTE
WHEN REPLACING THE OUTER DOOR PANEL ON 1997-2000 MODEL YEARS, THE WINDOW OUTER BELT MOULDING WILL ALSO REQUIRE REPLACEMENT. THE OLD STYLE OUTER BELT MOULDING CANNOT BE USED WITH THE NEW STYLE OUTER DOOR PANEL.

1. Follow the appropriate F-Series Workshop Manual procedure for the removal of the door trim panel, inner and outer belt moulding, exterior door handle and lock, window glass, mirror, wiring harness and flock run from the door.
2. Disconnect the battery.
3. Drill out the welds in the upper door frame (window opening).

NOTE
THE NEW OUTER DOOR PANEL WILL USE ADHESIVE IN PLACE OF THE ORIGINAL SPOT WELDS.

4. Mark the door hinges and using two (2) people, remove the door from the hinges. Leave the hinges on the pillar post.
5. Lay the door on a rack or sawhorse. Remove the door weatherstrip and leave the clips in place.
6. Use a screwdriver and a hammer to slightly lift the corner of the hem flange. Insert Tool 501-078/1 RT or Tool 501-078/2 in an air hammer and lift the hem flange around the entire door. 90 psi. air pressure is required for consistent tool operation.
7. Pop the welds around the window opening with a screwdriver.
8. Use a heat gun and heat the skin at the door impact bar area, to loosen the foam mastic holding the door skin, lift and remove it.
9. Use a small angle grinder to clean paint, adhesive, and corrosion from the mating surfaces of the inner panel, then lightly scuff the new door panel mating flange with a red Scotchbrite pad.
10. Blow off the area with compressed air and apply masking tape (1/2″ wide) to the area that will be covered by the adhesive.
11. Mix and brush on Ford-approved epoxy or self-etching primer to all unpainted flange areas inside the door.
12. Cure the primer at 140°F panel temperature per paint manufacturers label instructions.
13. Remove the masking tape from the door mating flange and dry fit the door skin.

NOTE
ABS REINFORCEMENT BLOCKS ARE NOT REQUIRED WHEN REPLACING OUTER DOOR PANEL.

14. Install the Motorcraft TA-1 Adhesive Cartridge into the Application Gun 501-040. Squeeze out some material to purge the cartridge. Install the tip on the cartridge and squeeze out some material to make sure of even mixing of the adhesive components.
15. Remove masking tape and apply the Motorcraft TA-1 Adhesive to the mating flange of the inner door panel.
16. Fit and clamp the outer door panel to the inner panel. Work time is 45 minutes at 21°C (70°F). Handling strength in 90 minutes. Full cure time is 8 hours.
17. Use tool 501-080 to close down the entire hem flange. Start to close the hem by putting the flange in the middle of the tool and hit the tool. Continue around the door closing down the hem flange.
18. Apply Motorcraft TA-2 Urethane Seam Sealer around the door hem flange to give the repair a finished look
19. Remove any residual sealer with adhesive remover. Sealer is paintable in 10 minutes and within 24 hours
20. Install the Motorcraft TA-4 Adhesive Cartridge into the (caulk type) Application Gun. Squeeze out some material to purge the cartridge. Install the tip on the cartridge and apply between the intrusion bar and the door skin. Apply mastic foam between the intrusion bar and the door skin.
21. Blow off the door with compressed air to remove debris.
22. Use wax and grease remover to clean the door for paint.

23. Mask the inside of the door for applying paint.
24. Mix and apply Approved Basecoat Color to the door and allow material to flash off.
25. Mix and apply Clearcoat to the door. Following manufacturers recommended baking time at 140°F panel temperature
26. Demask the door.
27. Reinstall door weather stripping.
28. Reinstall the door, and wiring harness.
29. Sand the door and fender with 360 grit sand paper prepping for a blend. Blow off the panels with clean compressed air. Clean the panels with wax and remover.
30. Mask off and apply stone abrasion material to the bottom of the door.
31. Mix and apply Ford Approved Basecoat material to the repair area and let flash.
32. Mix and apply Ford-approved two-tone basecoat color as necessary and let flash.
33. Mix and apply Ford Approved Clearcoat to the repair area and bake at 140°F panel temperature at manufacturer's recommended bake time.
34. Demask the vehicle.
35. Reinstall mirror, exterior door handle, window glass, flock run, door trim panel, and stripes and moulding as necessary.

Procedure "A" Parts and Materials List

KIT 1L3Z-15202W06-AA INCLUDES	
PART	**PART NUMBER**
RH ABS Reinforcement	1L34-1520244-AA
RH Steel Reinforcement	XL3Z-1520254-AA
LH ABS Reinforcement	1L34-1520245-AA
LH Steel Reinforcement	XL3Z-1520255-AA
Motorcraft Metal Patch Panel Adhesive	TA-3
Motorcraft Isopropanol Cleaning Kit	ZC-4
Motorcraft Plastic Bonding Adhesive	TA-9
Mixing Tips (quantity - 4)	N/A
Lag Bolts - 1/4"x4" (quantity - 2)	N/A

Procedure "B" Parts and Materials List

KIT TA-7A (Motorcraft) INCLUDES	
PART	**PART NUMBER**
Motorcraft Metal Bonding Adhesive	TA-1
Motorcraft Repair Urethane Adhesive	TA-2
Motorcraft Flexible Foam Repair	TA-4

PROCEDURES "A" AND "B" TOOLS

SPECIAL TOOLS - (Tools are direct ship from O.T.C.)
501-078/1 RH Hem Opening Tool 501-078/2 LH Hem Opening Tool 501-080 Hem Closing Tool 501-040 Adhesive Gun (Adhesive Gun not included in kits. This is a commonly used commercially available gun. Must be ordered separately from Rotunda.)

NOTE
THE APPLICATION GUN IS NOT INCLUDED IN KITS. THIS IS A COMMONLY USED, COMMERCIALLY AVAILABLE GUN. IT MUST BE ORDERED SEPARATELY FROM ROTUNDA (501-040).

LABOR CLAIMING EXAMPLE

2000 F-150 Regular Cab - Dealer is repairing door crack on one (1) front door. Dealer would claim operations as follows:

- 011802AA (1.3) - Time to repair doorcrack
- 011802AAP (2.0) - Additional time to paint
- P101 (0.5) - Basic paint operation (once per visit) or P102 (0.7) - If vehicle is equipped with two tone paint

Material allowance is calculated only on the paint labor time (P101 or P102, 011802AAP). Total the paint labor time, multiply time x 14.75 for the total material allowance. Use (PAINT) as the causal part for claiming material allowance.

- Part #: "Paint"
- QTY.: 2.5
- EA. Amt.: $14.75
- Total = 36.88

This repair would pay 3.8 hours (1.3 + 2.0 + 0.5 = 3.8) for the total job plus 2.5 hours (2.0 + 0.5 = 2.5) for the material allowance.

PART NUMBER	PART NAME
1L3Z-15202W06-AA	Kit - Door Reinforcement
TA-7A (Motorcraft)	Kit - Sheet Metal Bonding
Obtain Locally	Stone Abrasion Material

OTHER APPLICABLE ARTICLES: NONE
SUPERSEDES: 01-2-6
WARRANTY STATUS: Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

OPERATION	DESCRIPTION	TIME
011802AAP	Additional Time To Paint For Operation AA	2.0 Hrs.
011802AA	Perform Door Crack Repair Procedure One Front Door	1.3 Hrs.
011802ABP	Additional Time To Paint For Operation AB	4.0 Hrs.
011802AB	Perform Door Crack Repair Procedure Both Front Doors	2.4 Hrs.
011802BAP	Additional Time To Paint For Operation BA	2.0 Hrs.
011802BA	Replace Outer Door Panel One Door	2.8 Hrs.
011802BBP	Additional Time To Paint For Operation BB	4.0 Hrs.
011802BB	Replace Outer Door Panel Both Doors	5.4 Hrs.
011802P101	(One Color) Can Be Claimed Once Per Visit Even If Multiple Panels Are Involved	0.5 Hr.
011802P102	(Two-Tone) Can Be Claimed Once Per Visit Even If Multiple Panels Are Involved	0.7 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
1520200	01

OASIS CODES: 106000, 111000

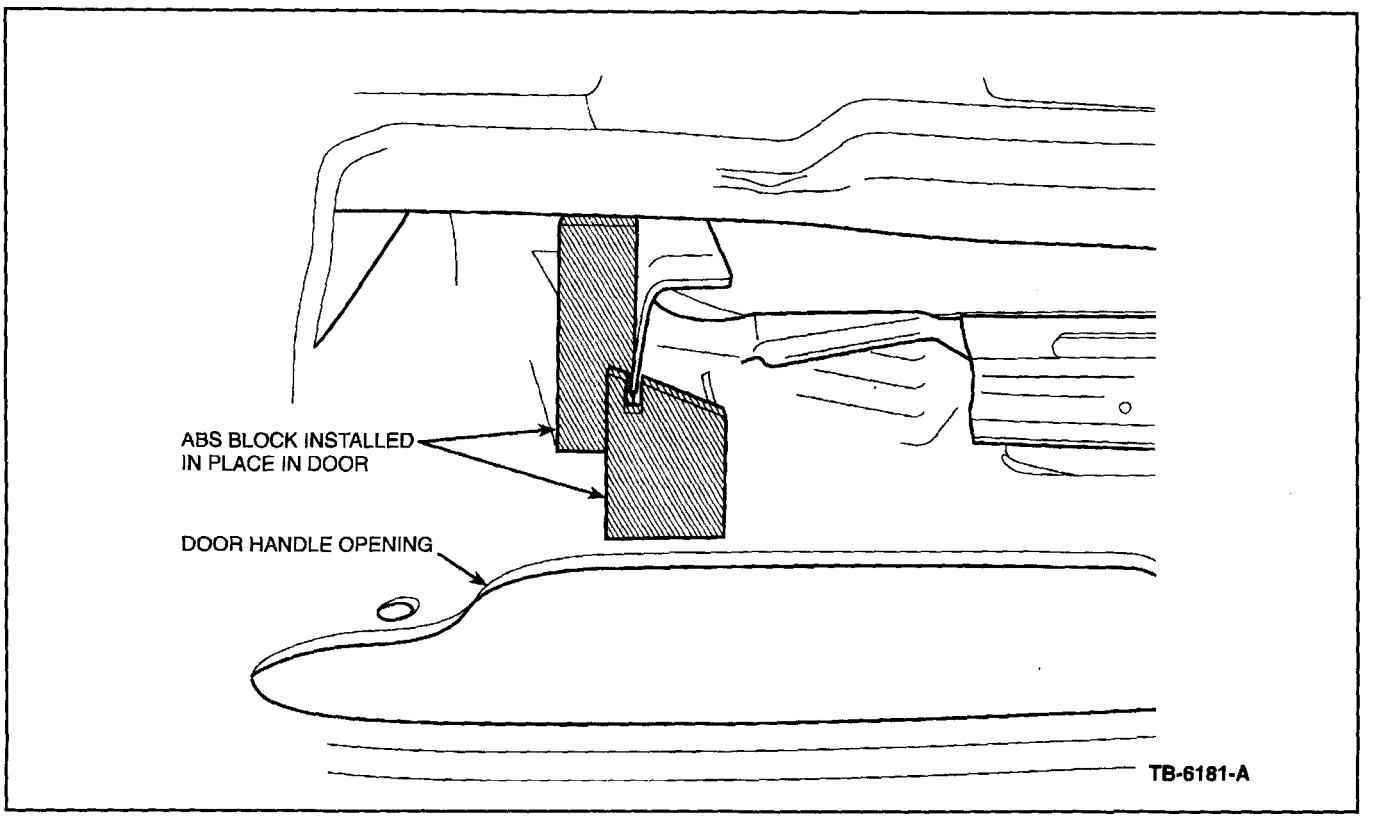


Figure 1 - Article 01-18-2

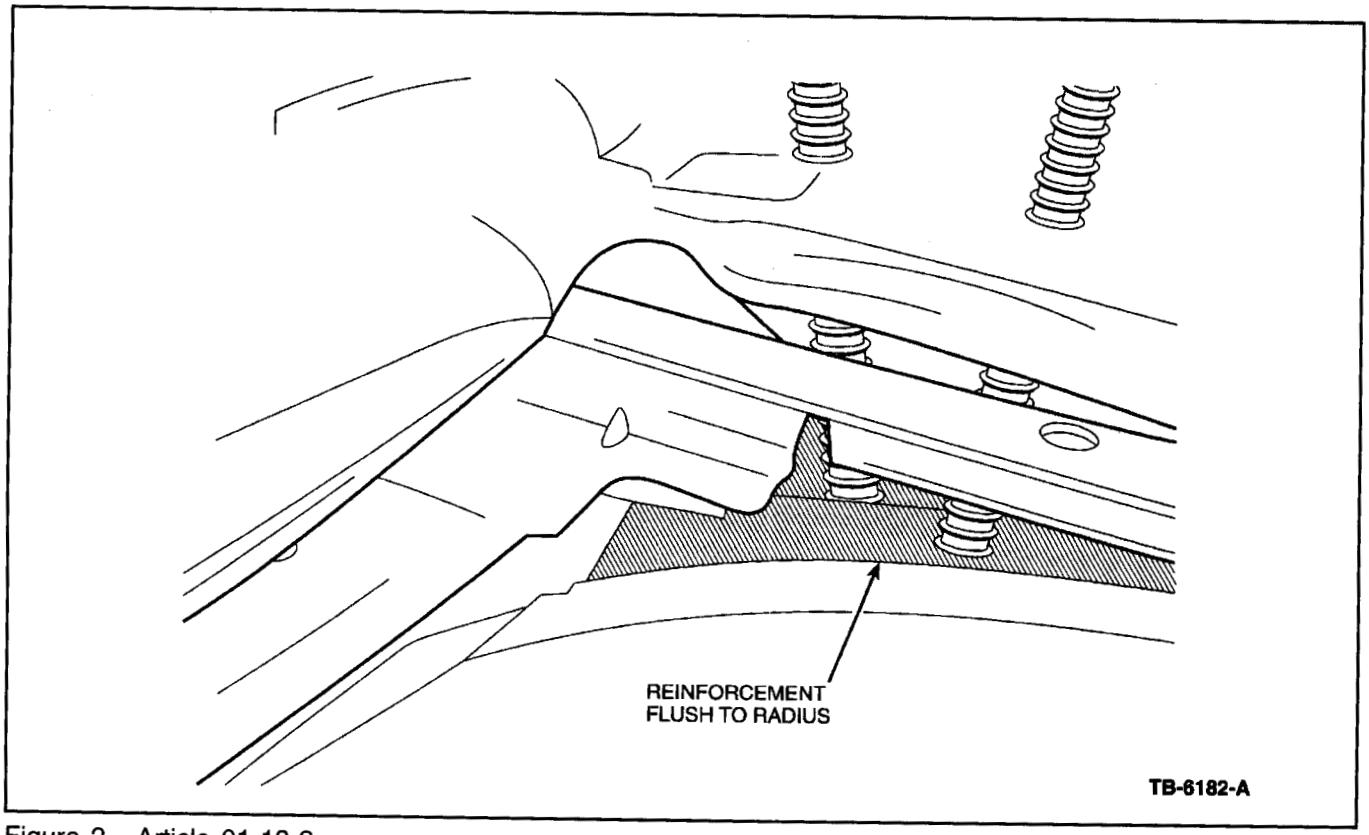


Figure 2 - Article 01-18-2

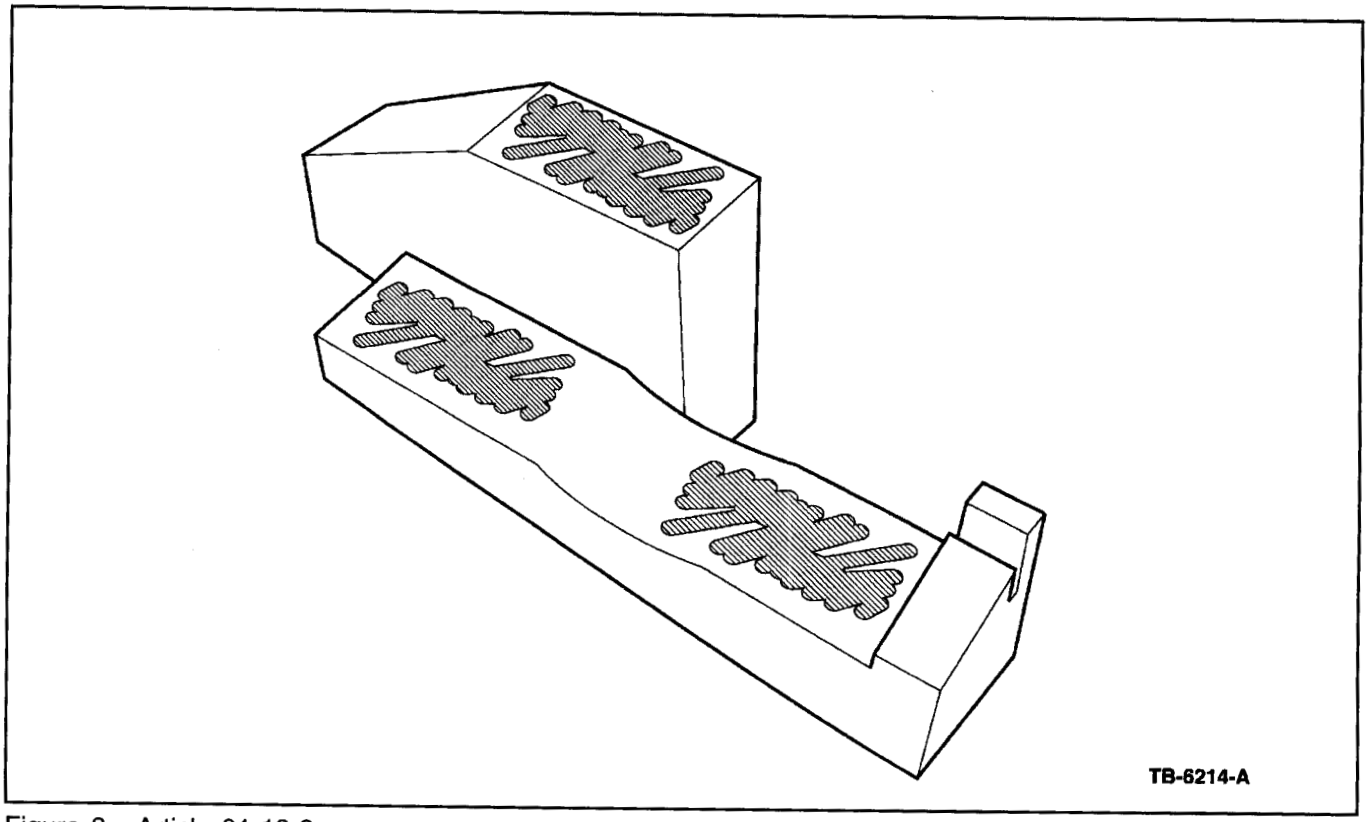
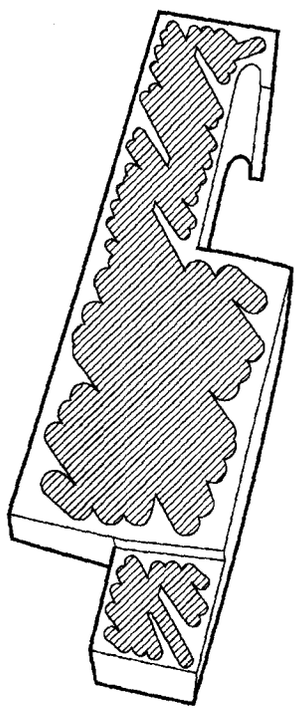


Figure 3 - Article 01-18-2



TB-6215-A

Figure 4 - Article 01-18-2

SB625681

Article No. 01-18-3	BODY—REAR LIFTGATE SPOILER—REMOVAL AND INSTALLATION TIPS—ZX3 MODELS ONLY

FORD: 2002 FOCUS

Qcod DEC

ISSUE

Some Focus ZX3 model vehicles may require rear lift gate spoiler removal and re-installation as part of a normal repair process. This article should be used as a guide in the removal and re-installation process.

ACTION

Read this TSB in its entirety BEFORE beginning any repairs. Follow the removal and installation procedures as necessary.

SERVICE PROCEDURE

Inspect the inside of the spoiler for loose fit before repairs.

Refer to the parts listing table later in the TSB for parts required.

REMOVAL AND INSTALLATION

SPOILER & ADHESIVE REMOVAL FROM THE CAR

This procedure is for removal of the spoiler from the vehicle without damage to the lift gate or spoiler.

1. Apply 2″ wide masking tape around the exterior of the spoiler on the lift gate for paint protection.
2. Use a 3 foot piece of fishing line (Spiderwire Spectra 2000 Braided 80 lb test) with handles tied to each end.
3. Place the line around one end of the spoiler. Start to cut through the adhesive at the upper left edge and work around the outside moving inboard.
4. Cut the adhesive using a sawing motion to cut through the adhesive foam tape.

NOTE
BE CAREFUL NOT TO CUT THE BOTTOM OF THE SPOILER.

5. Using two technicians, apply upward thumb only pressure to one side of the spoiler while sawing, lightly stressing the adhesive tape and slightly revealing a white push pin and stud. The inboard sides of the spoiler contain a push pin and stud.

NOTE
DO NOT USE ANY TOOLS TO REMOVE THE ADHESIVE RESIDUE FROM THE SPOILER. HEAT AND FRICTION WILL MELT THE PART.

6. Remove the residual adhesive on the lift gate surface by using a decal remover (rubber wheel).
7. Clean the surface with a 50/50 mixture of isopropyl alcohol and water to assure a clean surface.

ADHESIVE REMOVAL FROM THE SPOILER

1. Peel the tape from the spoiler at a 20 to 30 degree angle by hand and with a constant pressure. Try to remove the tape in one piece.
2. Clean the adhesive foam tape contact area of the spoiler using isopropyl alcohol.

RE-INSTALLATION OF SPOILER

1. Cut the foam tape (3M 5390 or Lord 171) to match the bottom of the spoiler.
2. Apply new foam tape using light pressure. When installing the tape, touch the tape as little as possible as it will affect adhesion.
3. Remove the tape backing with a razor blade.
4. Install the spoiler and lightly push it down to seat the push pin.

PART NUMBER	PART NAME
Obtain Locally	Isopropyl Alcohol
Obtain Locally	Foam Tape - Lord 171 Or Foam Tape - 3M 5390
Obtain Locally	Spiderwire Spectra 2000 80 lbs Test Fishing Line

#625681

OTHER APPLICABLE ARTICLES: NONE
WARRANTY STATUS: Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

OPERATION	DESCRIPTION	TIME
011803A	Removal And Re-Installation Of Lift Gate Spoiler	1.1 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
7044210	42

OASIS CODES: 108000

SB625691

Article No. 01-18-4	ELECTRICAL—SPEEDOMETER DROPS TO "0" MPH/KPH WHILE DRIVING—VEHICLES EQUIPPED WITH 2.5L ENGINE ONLY—VEHICLES PRODUCED BEFORE 12/31/2000

FORD: 2001 RANGER

ISSUE

Some vehicles produced before 12/31/2000 equipped with 2.5L engine, may exhibit a speedometer that may drop to "0" Mph/Kph while driving. This may be caused by the Generic Electronic Module (GEM).

ACTION

Remove existing GEM (Generic Electronic Module) and replace with new GEM. Refer to the following Service Procedure for details

SERVICE PROCEDURE

Verify the speedometer drops to "0" Mph/Kph while driving.

1. Using diagnostic tool (NGS or WDS) perform inhale functions (to retrieve) vehicle parameters/attributes (i.e. tire size, axle ratio, and RABS).

NOTE

ALL 2001 RANGER TRUCKS ARE EQUIPPED WITH 4WABS, HOWEVER, THE GEM MUST BE SET TO RABS IN ORDER FOR THE GEM TO SOURCE SPEED CORRECTLY.

2. Remove existing GEM XL5Z-14B205-DB (XL5T-14B205-DE).
3. Install new GEM XL5Z-14B205-DC.
4. After new GEM has been installed, perform exhale functions from diagnostic tool to program new GEM with existing vehicle parameters/attributes.
5. Test drive to verify repair.

PART NUMBER	PART NAME
XL5Z-14B205-DC	Generic Electronic Module (GEM)

OTHER APPLICABLE ARTICLES: NONE
WARRANTY STATUS: Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

OPERATION	DESCRIPTION	TIME
011804A	Replace G.E.M. (Includes Time To Verify Complaint, Retrieve Data, And Reprogram New G.E.M. Also To Verify Repair)	1.1 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
14B205	42

OASIS CODES: 204000, 204200

#625691

SB625695

COOLING SYSTEM—MOTORCRAFT PREMIUM GOLD ENGINE COOLANT—VEHICLES PRODUCED AT KENTUCKY TRUCK PLANT ONLY—SERVICE TIPS	Article No. 01-18-5

Qced

FORD: 2002 EXCURSION, SUPER DUTY F SERIES

DEC 3 2001

This article is being republished in its entirety to clarify the part numbers used in the U.S. and in Canada.

ISSUE

A new long-life engine coolant, (yellow-colored) Motorcraft Premium Gold Engine Coolant, service part numbers VC-7-A (for sales in Canada and the U.S., except Oregon) and VC-7-B (for sales in Oregon only - contains a bittering agent), is being introduced for servicing vehicles identified in this TSB. The initial-fill life for this new coolant is 100,000 miles/5 years. The replacement interval is 50,000 miles/3 years due to variations in water quality.

Testing is currently underway to determine the backward compatibility for Motorcraft Premium Gold Engine Coolant in vehicles equipped with conventional (green-colored) Motorcraft Premium Engine Coolant (VC-4-A, VC-4-B and VC-5). Until the final test results are available and deemed acceptable, DO NOT MIX Motorcraft Premium Gold Engine Coolant with systems equipped with Motorcraft Premium Engine Coolant and DO NOT MIX Motorcraft Premium Engine Coolant with systems originally equipped with Motorcraft Premium Gold Engine Coolant.

Motorcraft Premium Gold Engine Coolant is not compatible with vehicles (MY 1999 and forward Mercury Cougar and Ford Electric Vehicle Ranger) currently equipped with (orange-colored) Motorcraft Specialty Orange Engine Coolant (VC-2 and VC-3). DO NOT MIX Motorcraft Premium Gold Engine Coolant with systems originally equipped with Motorcraft Specialty Orange Engine Coolant and DO NOT MIX Motorcraft Specialty Orange Engine Coolant with systems originally equipped with Motorcraft Premium Gold Engine Coolant.

ACTION

Anytime the addition of coolant or a coolant change-out is required in the vehicles identified in this article, use the yellow-colored Motorcraft Premium Gold Engine Coolant. In other vehicles, use the type of coolant with which the vehicle was originally equipped. Check the color of the coolant in the coolant reservoir to determine the type of coolant present in the vehicle or refer to the applicable Owner's Guide or Workshop Manual for parts and system specification information.

NOTE

THE ADDITION OF STOP LEAK PELLETS TO THE COOLING SYSTEM WILL CAUSE THE COOLANT COLOR TO CHANGE TO A GOLDEN BROWN.

PART NUMBER	PART NAME
VC-7-A	Motorcraft Premium Gold Engine Coolant - For Use In Canada And U.S. (Except For Oregon)
VC-7-B	Motorcraft Premium Gold Engine Coolant - For Use In Oregon Only

OTHER APPLICABLE ARTICLES: NONE
SUPERSEDES: 01-16-7
WARRANTY STATUS: INFORMATION ONLY
OASIS CODES: 402000

625695

SB625700

Article No. 01-18-6	• CLIMATE CONTROL—LOUD A/C CLUTCH CYCLING NOISE—VEHICLES EQUIPPED WITH 4.0L OHV ENGINE ONLY • NOISE—LOUD A/C CLUTCH CYCLING NOISE—VEHICLES EQUIPPED WITH 4.0L OHV ENGINE ONLY

FORD: 1993-2000 RANGER

ISSUE

Some vehicles equipped with the 4.0L OHV engine, may exhibit a loud A/C clutch cycling noise. This may be caused by the design of the A/C Clutch.

ACTION

Replace the leaf spring style A/C Clutch and Clutch Field Coil with the three eyelet design part F3DZ-19D786-A. Refer to the appropriate model year Workshop Manual for removal and installation procedures.

PART NUMBER	PART NAME
F3DZ-19D786-A	A/C Clutch And Clutch Field Coil

OTHER APPLICABLE ARTICLES: NONE
WARRANTY STATUS: INFORMATION ONLY
OASIS CODES: 208000, 208999, 702000, 702100

#625700

SB625706

DRIVEABILITY—UNABLE TO REACH WIDE OPEN THROTTLE (WOT)—LACK OF POWER	Article No. 01-18-7

FORD: 2001 RANGER

ISSUE

Some Vehicles may exhibit an inability to reach Wide Open Throttle Mode (WOT). This inability to reach WOT can cause a lack of power condition. This may be caused by the Dash Panel Insulator under the carpet at the accelerator pedal.

ACTION

Use the New Generation Star Tester (NGS) or Worldwide Diagnostic System (WDS) to check for Wide Open Throttle mode. In the KOEO (Key On, Engine Off) mode, depress the accelerator pedal fully and monitor the Throttle Mode PID. If excessive force on the throttle pedal is needed to reach WOT, the Dash Panel Insulator under the carpet may be the cause. Refer to the following Service Procedure for details

SERVICE PROCEDURE

1. Position carpet to gain access to the area below the throttle pedal.
2. Make a "u-shaped" cut in the insulator below the throttle pedal bracket, 140 mm wide and 100 mm down ± 20 mm (5.5″ wide by 4″ down ± .75 ″), as seen in Figure 1. Make sure to line up the bottom/center of the "U" cut with the throttle pedal bracket, as seen in Figure 2. This will help relieve any tautness in the insulator, so it will sit flush with the floor panel.
3. Reposition the carpet.
4. Using NGS or WDS, verify that WOT mode can be reached without excessive force on the throttle pedal.

OTHER APPLICABLE ARTICLES: NONE

WARRANTY STATUS: Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

OPERATION	DESCRIPTION	TIME
011807A	Remove Section Of Dash Panel Insulator (Includes Time To Diagnose With NGS/WDS)	0.3 Hr.

Qced 96

DEC 3 2001

#625706

DEALER CODING

BASIC PART NO.	CONDITION CODE
7801670	07

OASIS CODES: 614000, 614500

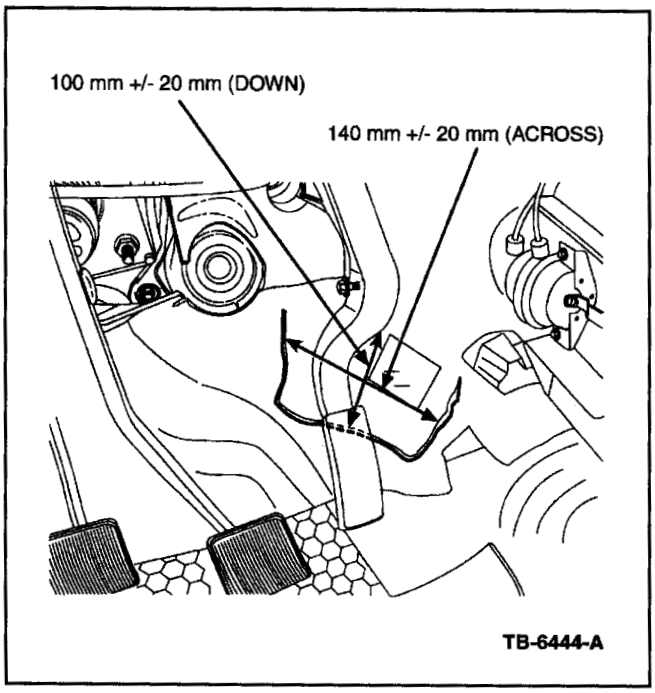


Figure 1 - Article 01-18-7

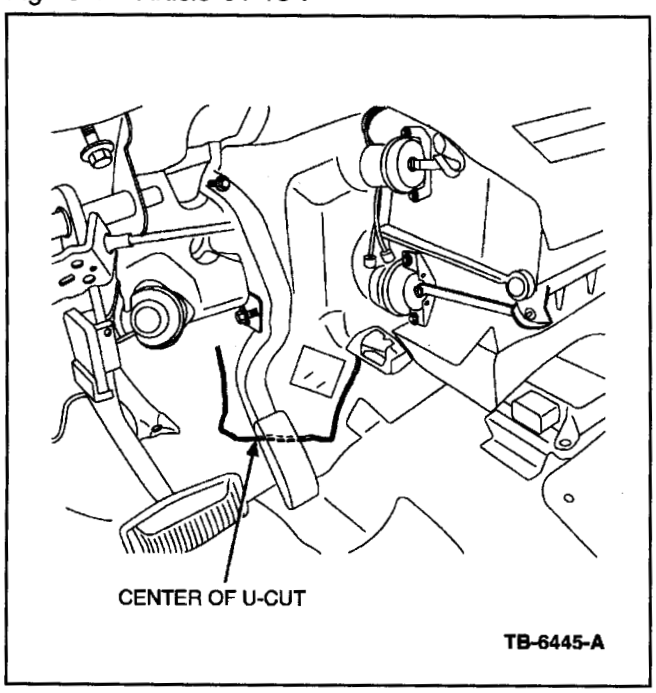


Figure 2 - Article 01-18-7

SB625707

POWER DOOR LOCKS—SELF-ACTIVATING OR CYCLING—VEHICLES BUILT FROM 9/26/1998 THROUGH 9/5/2001	Article No. 01-18-8

MERCURY: 1999-2002 VILLAGER

Qced 9c
DEC 3 2001

This article is being republished in its entirety to update the Service Procedure and to update the Model Year coverage.

ISSUE

The power door locks may self-activate or cycle on some vehicles. This may be caused by a misadjusted front door lock linkage, excess solder in the front door power window switch, water infiltration of a potential open wire harness connector inside the front doors, wiring harness chafe on the door check strap, or a damaged Remote Keyless Entry (RKE) key fob.

ACTION

Adjust the door lock rod bellcrank, replace the power window switch assembly, check for and remove a possible open wire harness connector on both front doors, inspect and repair wiring harness for possible contact with the door check strap, and inspect key fobs for damage. Refer to the following Service Procedure for details.

SERVICE PROCEDURE

1. Remove a front door trim panel by referring to the appropriate year Villager Workshop Manual, Section 501-05.
2. Position the watershield aside.
3. Loosen the lock rod bellcrank bolt (Figure 1).
4. Engage the front door latch into the closed position by closing the door or by manually closing the latch.
5. Manually lock the front door latch with the actuating rod.
6. Push and hold the lock knob in the locked position (Figure 2).
7. Tighten the lock rod bellcrank bolt to 5 N•m (44 lb-in).
8. Remove and replace the power window switch assembly (refer to Parts Block at the end of this article).

NOTE
ENSURE THE REPLACEMENT WINDOW SWITCH HAS A BUILD DATE CODE OF 9186 (186TH DAY OF 1999) OR LATER. THE BUILD DATE CODE CAN BE FOUND AT THE BOTTOM OF THE WHITE OR YELLOW STICKER ON THE SIDE OR TOP OF THE SWITCH (FIGURE 3). STOCK AT THE PARTS DEPOTS HAS BEEN PURGED OF SUSPECT PRODUCTION.

9. If vehicle is equipped with optional anti-theft OR vehicle build date is after 4/1/1999, proceed to Step 11. If vehicle is NOT equipped with anti-theft AND build date is 4/1/1999 or earlier, check for a possible open 4-pin gray harness connector with three (3) wires (RD, RD/BK, and BK) inside the front door (Figure 4).
10. If found, remove and discard the connector by cutting the wires, then seal the exposed ends with heat-shrink tubing.
11. If the vehicle WAS built between 10/30/00 and 9/5/01, inspect inside the door for the wiring harness contacting the door check strap while opening and closing the door (Figure 5). If wiring damage is found, repair as necessary. If the vehicle WAS NOT built between 10/30/00 and 9/5/01, proceed to Step 13.
12. Install a zip tie around the wiring harness and door glass run bracket to secure it away from the door check strap area (DO NOT OVERTIGHTEN), and trim off the excess tie strap (Figure 6).
13. Reinstall watershield and door trim panel.
14. Repeat above Steps on the opposite front door.
15. If the vehicle was built between 9/28/98 and 4/1/01, use a coin or comparable tool to open the key fobs. Inspect the back side of the unlock and panic buttons for the "positive stops" (Figure 7). If the "positive stops" are not present as shown for the new style key fob in Figure 7, replace the key fobs.

#625707

Article No. 01-18-8 Cont'd.

PART NUMBER	PART NAME
XF5Z-14529-DAC	Window Switch Assembly - LH (Mink With Manual Quarter Vent)
XF5Z-14529-FAA	Window Switch Assembly - LH (Mink With Power Quarter Vent)
XF5Z-14529-DAD	Window Switch Assembly - LH (Portland Gray With Manual Quarter Vent)
XF5Z-14529-FAB	Window Switch Assembly - LH (Portland Gray With Power Quarter Vent)
XF5Z-14529-CAA	Window Switch Assembly - RH (Mink)
XF5Z-14529-CAB	Window Switch Assembly - RH (Portland Gray)
1F5Z-15K601-AA	RKE Key Fob 1999-2002 MY
384213-S	15" Nylon Tie Strap

OTHER APPLICABLE ARTICLES: NONE
SUPERSEDES: 00-5-6
WARRANTY STATUS: Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

OPERATION	DESCRIPTION	TIME
011808A	Adjust Bellcrank And Replace Window Switch (Includes Time To Discard Wire Connector, Seal Exposed Wire Ends, And To Inspect Keyless Entry Transmitters) - Both Doors	0.7 Hr.
011808B	Adjust Bellcrank And Replace Window Switch (Includes Time To Discard Wire Connector, Seal Exposed Wire Ends, And To Inspect Keyless Entry Transmitters, Repair Wire Harness And Secure Wire Harness With Tie Strap) - Both Doors	1.7 Hrs.
011808C	Adjust Bellcrank And Replace Window Switch (Includes Time To Discard Wire Connector, Seal Exposed Wire Ends, Repair Wire Harness And Secure Harness With Tie Strap, Inspect, Replace And Reprogram Transmitters) - Both Doors	1.8 Hrs.
011808D	Adjust Bellcrank And Replace Window Switch (Includes Time To Discard Wire Connector, Seal Exposed Wire Ends, Inspect, And Replace Keyless Entry Transmitters) (Includes Time To Reprogram New Transmitters) - Both Doors	0.9 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
15K601	01

OASIS CODES: 102000, 112000, 201000, 203000, 203200, 205000, 206000

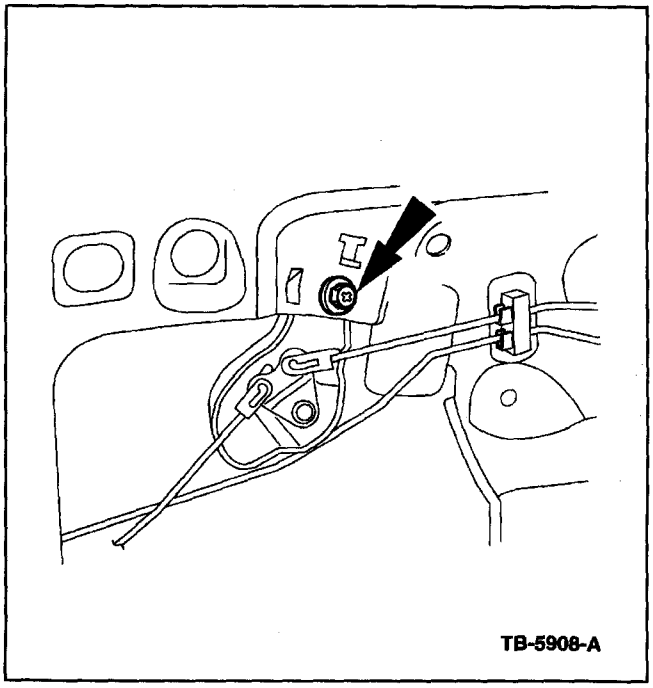


Figure 1 - Article 01-18-8

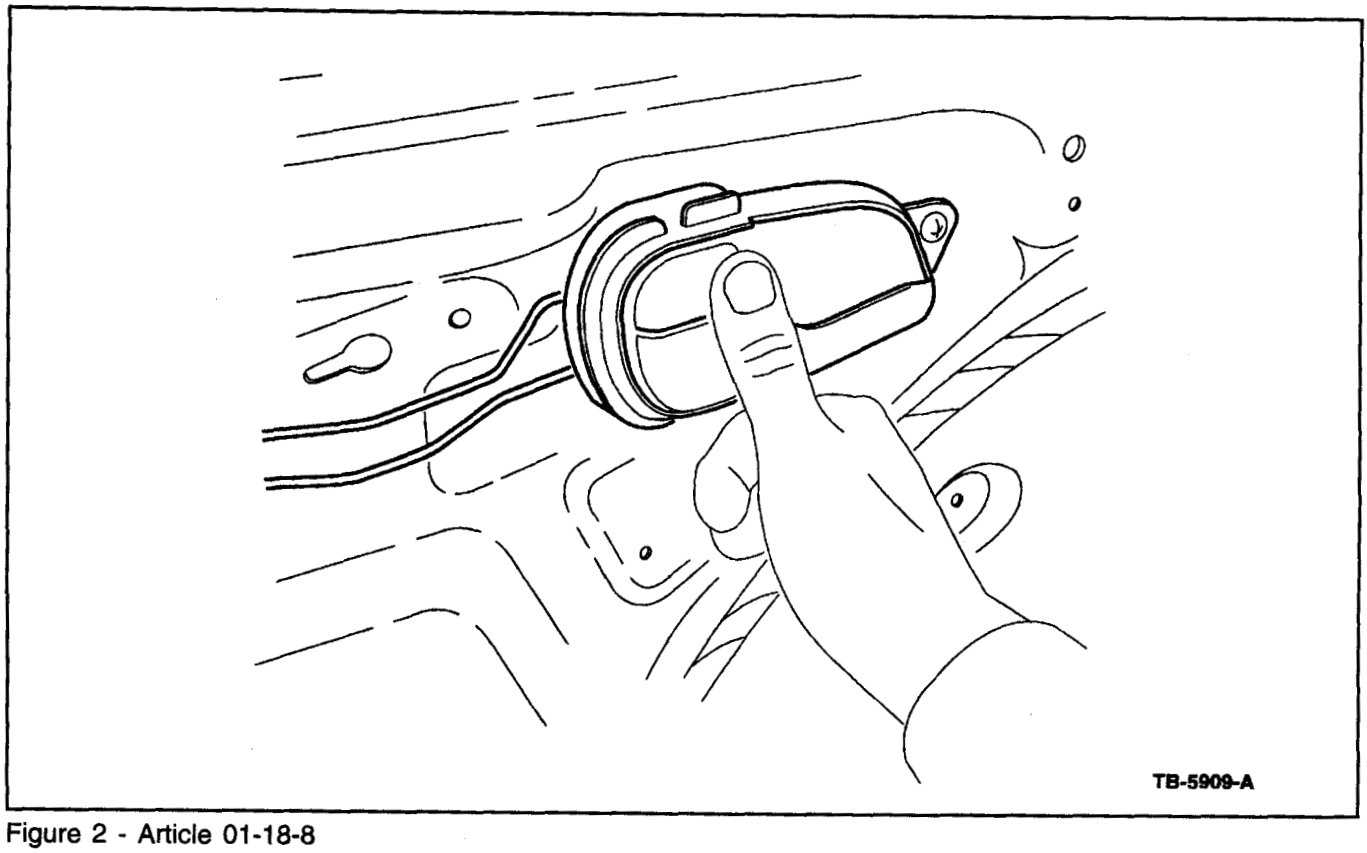


Figure 2 - Article 01-18-8

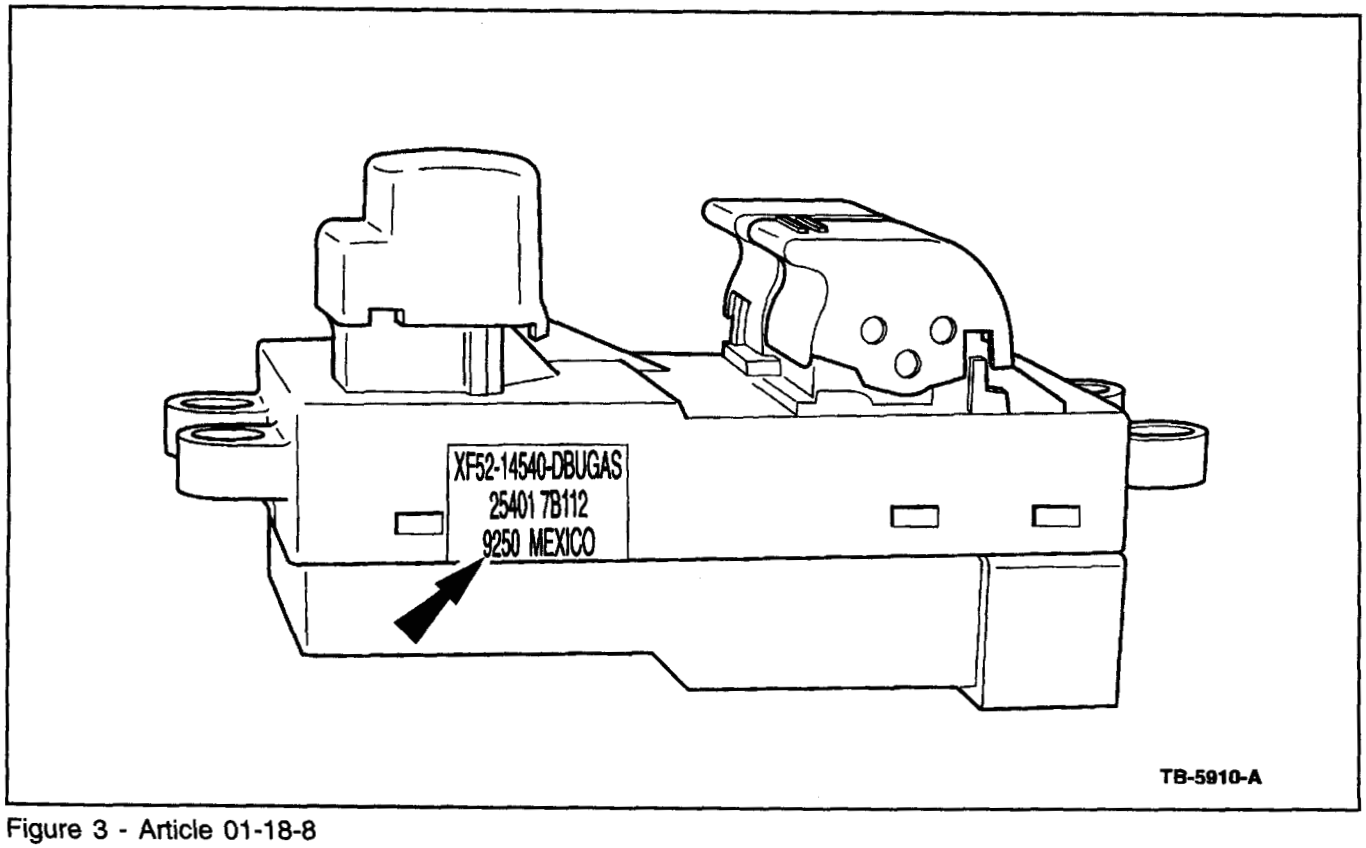


Figure 3 - Article 01-18-8

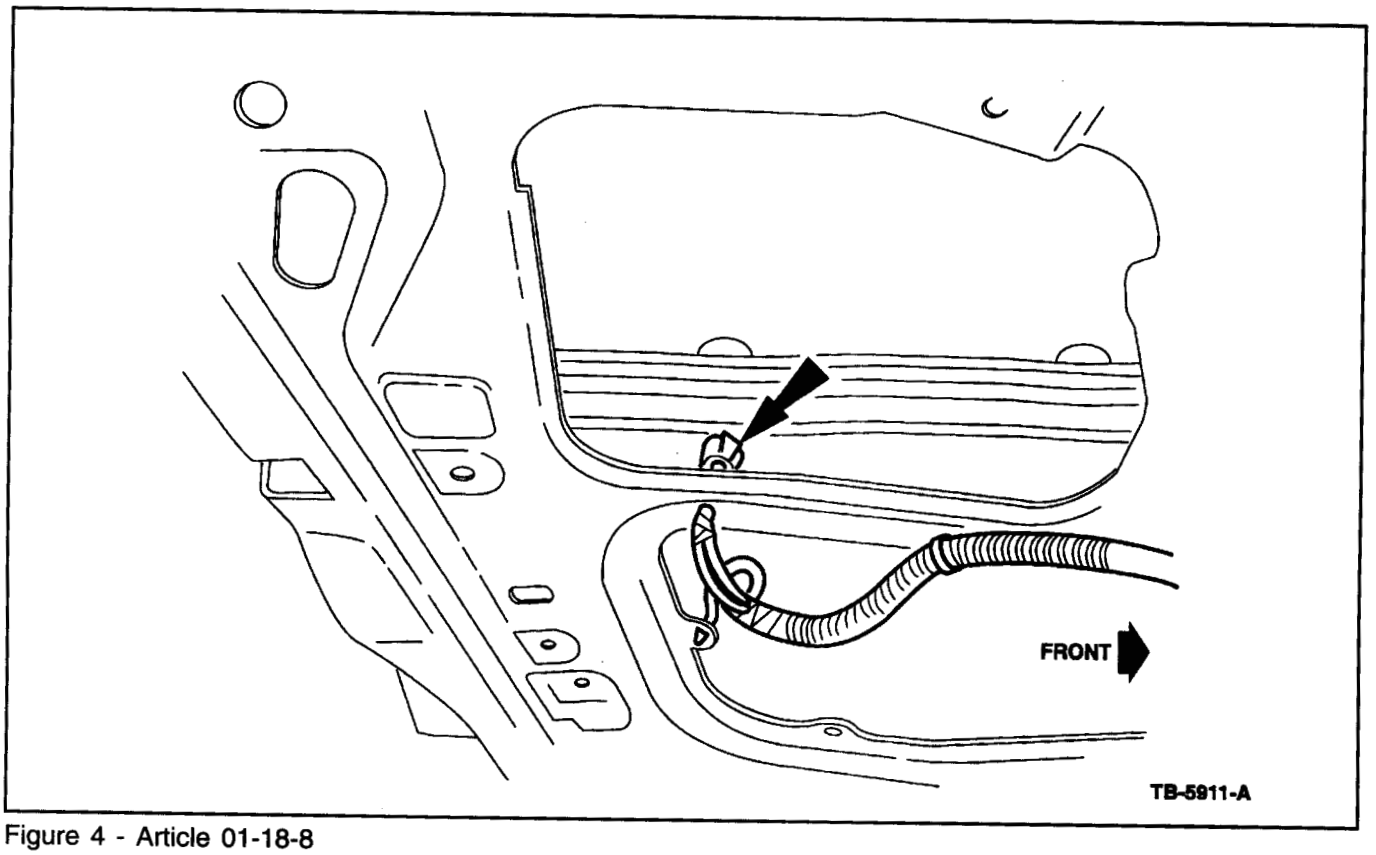


Figure 4 - Article 01-18-8

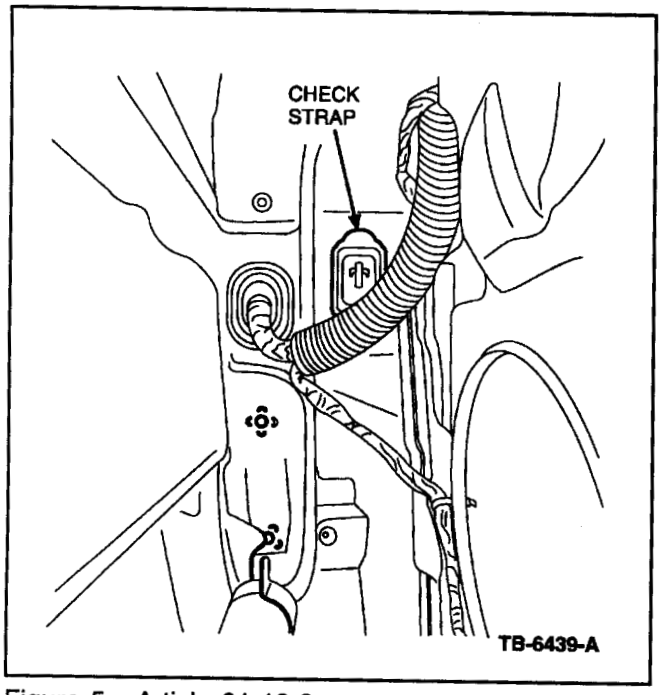


Figure 5 - Article 01-18-8

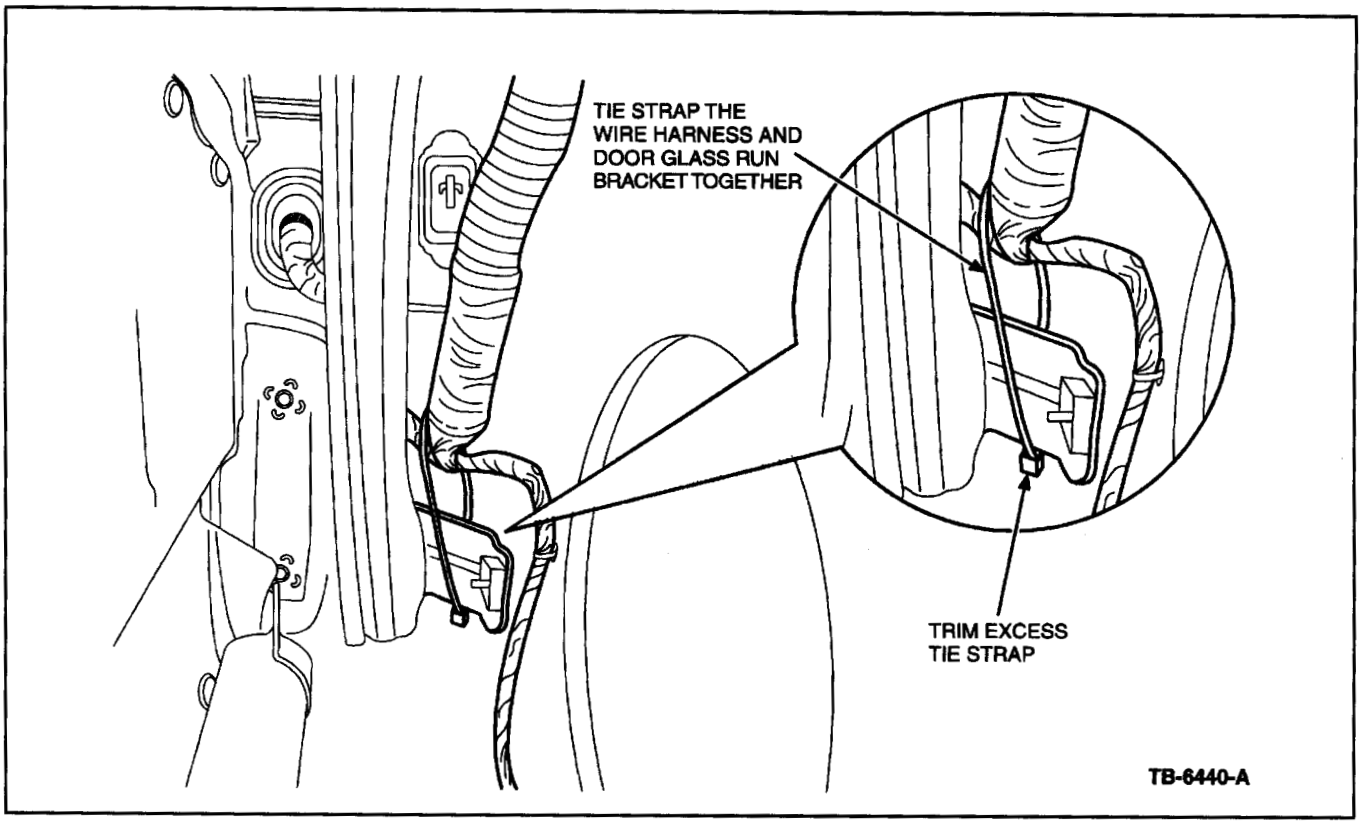


Figure 6 - Article 01-18-8

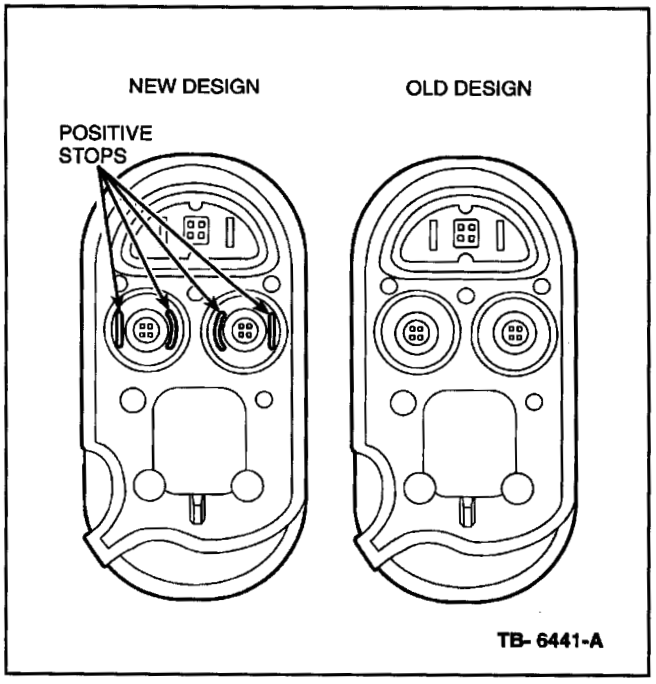


Figure 7 - Article 01-18-8

SB625710

Article No. 01-18-9	BODY—FUEL FILLER DOOR—POOR FIT—REMOTE FUEL DOOR POPS OPEN—SERVICE ADJUSTMENT TIPS

FORD: 2001 CROWN VICTORIA

MERCURY: 2001 GRAND MARQUIS

Acod DEC 3 2001

ISSUE

Some vehicles may exhibit a fuel filler door that does not fit correctly or the fuel door may inadvertently pop open. A remote fuel filler door feature was added to the Crown Victoria and Grand Marquis vehicle lines for the 2001 model year. This may be caused by an out of adjustment fuel door or striker.

ACTION

Poor fit of the fuel filler door may be characterized by a visually unappealing alignment of the body panel to door surface or the door may inadvertently pop open. Refit the fuel door and fuel door striker. Refer to the following Service Procedure for details.

SERVICE PROCEDURE

Pop Open Condition

1. Open fuel door.
2. Remove plastic door retainer part 1W73-5428608-AA.
3. Modify door retainer as follows:
   a. Clamp retainer in vice.
   b. On the back of the retainer is a locator pin which fits into a hole on the back of the door.
   c. Using a file, remove half of the locator pin which is closest to the slot for the attaching screw.
4. Reinstall modified latch retainer (adjusted to full aft position).

Improper Fit Condition

For vehicles built prior to 10/30/2000 replace fuel door bumper with bumper part N807726-S.

Fuel Door Flushness to Quarter Panel - 3 O'clock Position

1. Open fuel door.
2. Loosen two (2) screws on latch mounting bracket in housing assembly.
3. Reposition latch in/out to correct position.
4. Tighten screws on latch mounting bracket in housing assembly.

Fuel Door Flushness to Quarter Panel - 6 And 12 O'clock Position

1. Open fuel door.
2. Remove screw closest to outboard end of fuel door (i.e., if fuel door is outboard at 6 o'clock position remove lower screw).
3. Insert one (1) 2.0 mm shim part E9SZ-63405A20-A between fuel door hinge and housing assembly.
4. Reinstall screw attaching fuel door to quarter panel.

PART NUMBER	PART NAME
N807726-S	Fuel Door Bumper
E9SZ-63405A20-A	Fuel Door Shim

OTHER APPLICABLE ARTICLES: NONE

WARRANTY STATUS: Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

OPERATION	DESCRIPTION	TIME
011809AB	Replace Fuel Door Bumper Parts	0.2 Hr.
011809AC	Adjust Fuel Door Three O'Clock Position	0.2 Hr.
011809AD	Adjust Fuel Door Six And Twelve O'Clock Positions	0.2 Hr.
011809A	Remove Fuel Door Retainer Modify And Reinstall (Includes Time To Adjust Retainer)	0.2 Hr.

625710

DEALER CODING

BASIC PART NO.	CONDITION CODE
54405C28	07

OASIS CODES: 111000, 112000

This page intentionally left blank

SERVICE INFORMATION

CONTENTS PAGE

Quality is Job 1

Q1

ATTENTION PARTS MANAGER

Subject: Technical Service Bulletin 01-18
Dated September 17, 2001

The following parts are required to complete the service procedures outlined in the subject Technical Service Bulletin

ARTICLE NUMBER	NEW PART NUMBER	REFER TO STERLING/ FREIGHTLINER WHERE INDICATED	PART NAME	OBSOLETE PART NUMBER
01-18-2	1L3Z-15202W06-AA		Kit - Door Reinforcement	—
	TA -7-A (Motorcraft		Kit - Sheet Metal Bonding Stome	
	Obtain Locally)		Abrasion Material	—
01-18-3	Obtain Locally		Isopropyl Alchohol	—
	Obtain Locally		Foam Tape - Lord 171 Or Foam Tape - 3M 5390	—
	Obtain Locally		Spiderwire Spectra 2000 80 lbs Test Fishing Line	—
01-18-4	XL5Z-14B205-DC		Generic Electronic Module (GEM)	—
01-18-5	VC-7-A		Motorcraft Premium Gold Engine Coolant - For in Use in Canada And U.S. (Except for Oregon)	—
	VC-7-B		Motorcraft Premium Gold Engine Coolant - For Use in Oregon Only	—
01-18-6	F3DZ-19D786-A		A/C Clutch And Clutch Field Coil	—
01-18-8	XF5Z-14529-DAC		Window Switch Assembly - LH (Mink With Manual Quarter Vent)	—
	XF5Z-14529-FAA		Window Switch Assembly - LH (Mink With Power Quarter Vent)	—
	XF5Z-14529-DAD		Window Switch Assembly - LH (Portland Gray With Manual Quarter Vent)	—
	XF5Z-14529-FAB		Window Switch Assembly - LH (Portland Gray With Power Quarter Vent)	—
	XF5Z-14529-CAA		Window Switch Assembly - RH (Mink)	—
	XF5Z-14529-CAB		Window Switch Assembly - RH (Portland Gray)	—
	1F5Z-15K601-AA		RKE Key Fob 1999-2002 MY	—
	-384213-S		15" Nylon Tie Strap	—

-continued-

ARTICLE NUMBER	NEW PART NUMBER	REFER TO STERLING/ FREIGHTLINER WHERE INDICATED	PART NAME	OBSOLETE PART NUMBER
01-18-9	N807726-S		Fuel Door Bumper	—
	E9SZ-63405A20-A		Fuel Door Shim	—

NEW PARTS: We recommend that you discuss the preceding outlined TSB articles with the Service Manager of your dealership. That discussion and a review of your current parts inventory should enable you to determine if you need to order any of the parts listed.

OBSOLETE PARTS: *To assure customer satisfaction,* the parts listed in the "OBSOLETE PARTS" column **should not be used to service vehicles.** You should check your unused inventory for any of these parts and return them, within 30 days of the TSB date, to the nearest stocking PDC. Use the least expensive mode of transportation for your return.

Prior to the return of obsolete parts, you are to file a claim electronically via the DOES II PCS Claim System or on Form 8500 (for non-DOES II dealers only). When filing your claim, use reason code "GB" and included in the comments section of the claim "Return of Stock per TSB No. _____" (indicate TSB Article Number). Your claim **must** include this information and be filed within **30 days** of the TSB notification date or your claim will be **denied. Do not** return parts until you receive "Return Authorization" on your claim.

You will receive full credit in your parts statement for the price of each unused part that is returned, plus the prepaid transportation costs involved (*no charge against your dealer's PIPP allowance*). In order to receive return credit

- Parts returned must have been purchased directly from FCSD in accordance with Policy and Procedure Bulletin 4000.
- All parts must be received at the nearest stocking PDC within 30 days of the TSB date.

TECHNICIANS

Your clearly written, detailed comments on the back of warranty claims are important and helpful to the customer, dealership, and Ford Motor Company.

HOW DO THEY HELP THE CUSTOMER?

- Help facilitate an accurate, timely response to the customer's questions.

HOW DO THEY HELP THE DEALERSHIP?

- Help the warranty clerk accurately prepare and submit warranty claims.
- Assures correct and timely payment for the repairs performed and reduce claims rejection.

HOW DO THEY HELP FORD MOTOR COMPANY?

- Repair details help Ford engineers and field personnel understand and resolve product concerns.

WHAT ARE GOOD COMMENTS?

- An accurate description of the customer's concern.
- A detailed description of what the technician found wrong, how it was diagnosed, and how it was repaired.

CONTACT ID NUMBER

The Dealer Technical Service Hotline and OASIS have implemented a new feature called the Tech Hotline Contact ID number. OASIS will send a unique 9-digit number along with the usual OASIS information to any OASIS caller who enters a VIN and symptom code. This number should then be entered through your telephone keypad if you need to contact the Technical Hotline within 5 days of contacting OASIS. **Receipt of this number does not mean that you must contact the Hotline.**

Using this number will allow the Hotline to provide you with improved service repairs, shorter on-hold times and more accurate entry of information into the Hotline database while assuring that callers make use of the technical information available to them before contacting the Hotline.

The Hotline caller will be prompted by the phone System to enter the Tech Hotline Contact ID number after a selection is made from the main menu. This is the first menu that a caller to the Technical Hotline encounters and it allows for a selection between Service Bay Product Support (SBP) or one of 3 vehicle types (Car/Light Truck/Heavy Truck). After a selection is made from the list of vehicle types, the caller will be prompted to enter the 9-digit Tech Hotline Contact ID number. **Callers who select the SBP option will not need to enter this number.** A touch-tone phone must be used.

Users of OASIS must enter one or more symptom codes with each VIN entered in order to receive their Tech Hotline Contact ID number. If multiple VINs are entered in a session, a unique Tech Hotline Contact ID number will be returned for each VIN which has an associated symptom code.

Because OASIS repair information is updated daily, this 9-digit number will expire 5 calendar days after it is received. If the Technical Hotline must be contacted after this period, a new OASIS request must be entered using the appropriate VIN and symptom code before the Hotline is called. A new Tech Hotline Contact ID number will then be generated and given to the caller.

The Tech Hotline Contact ID number will be displayed on the terminal screen and the printout document. It will be displayed in the following format:

Tech Hotline Contact ID <123 456 789> for 1FTCR4SAMPLE11690. Expires in 5 Days.

TECHNICAL
PUBLICATION DEPARTMENT
Ford Customer Service Division
14310 Hamilton Ave.
Highland Park, MI 48203

Ford Customer Service Division

FCS-12178-01